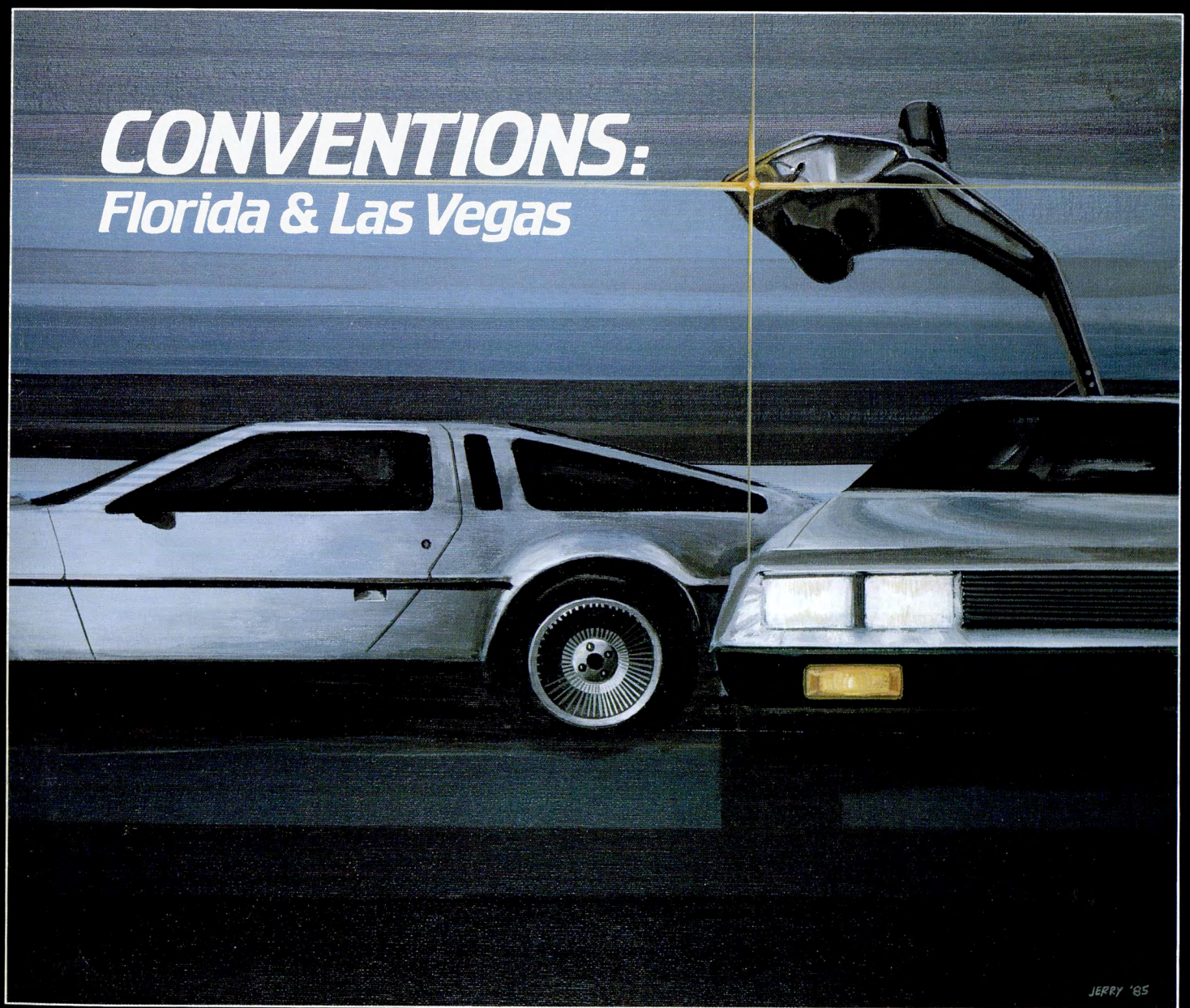
DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

Summer 1987



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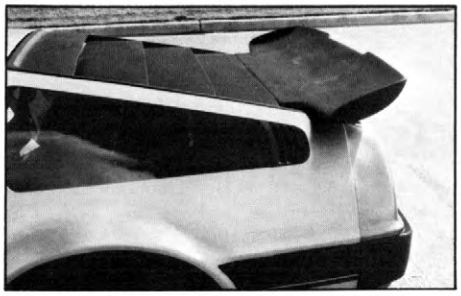
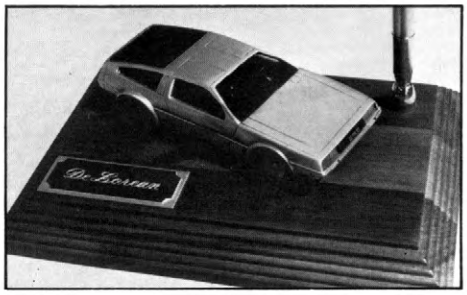
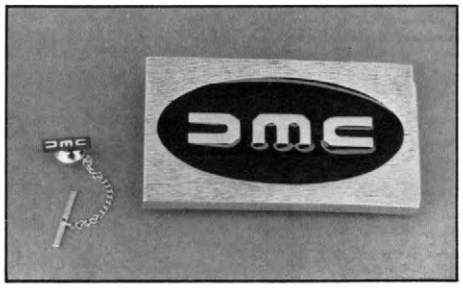


WHALE TAIL—Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary)



PEN SET with pewter Delorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95

STAINLESS BUMPER LETTERS—Dress up the rear of your car with these glue on letters. $49.95



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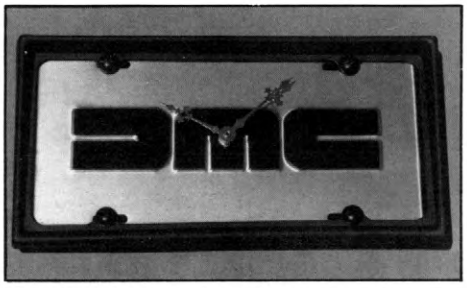

LICENSE PLATE CLOCK—Brushed aluminum with raised DMC logo and frame. $23.95
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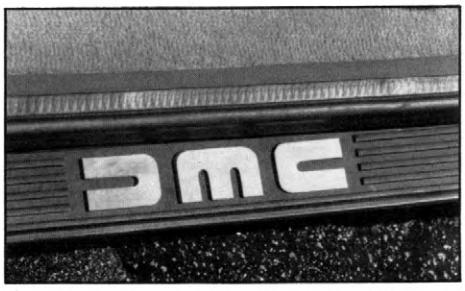
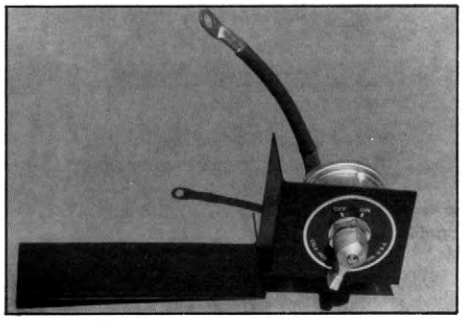


STAINLESS DOOR SILL LETTERS—Glue "DMC" on your door sill for that custom look. $44.95 pair



BATTERY CUT OFF SWITCH—Disconnects the battery from the car while setting for long periods. $44.95

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Now it's time to get ready for the big night. Out comes your fall finery and down you go to the cocktail party, elegant dinner and the display of DeLorean products. And you just might win a few prizes or a Rallye trophy. There'll be a raffle and much, much more.

Sunday morning you'll rise and shine and head for DeLorean One's Concours DeLorean where you'll see the finest examples of the marque.

What a wonderful opportunity to make new friends and have a fabulous fling in the process.

Watch the mail for your invitation!

DELOREAN OWNERS ASSOCIATION

Autumn Festival at the Falls, Sept. 11-13

DELOREAN WORLD

Volume 5, Number 1

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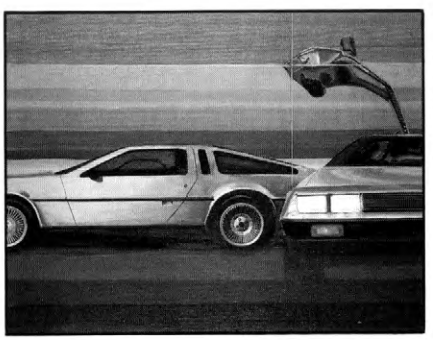
CALENDAR

Buffalo/Niagara Falls, N.Y.

AUTUMN NORTHEASTERN NATIONAL CONVENTION

September 11, 12, 13



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A lot of people don't even know what a concours is. Let alone, why they should enter one.

A Concours d'Elegance is a contest and show where entries are judged on the appearance and condition of their cars. We call ours Concours DeLorean (clever).

Why enter? Well, to start with, they're a whole lot of fun. They're colorful. You get a chance to clean up your car from stem to spoiler. The team of judges goes through it thoroughly and if they find something missing or broken, they'll let you know. It's like a complete physical for your car. Plus, you might win one of our many trophies.

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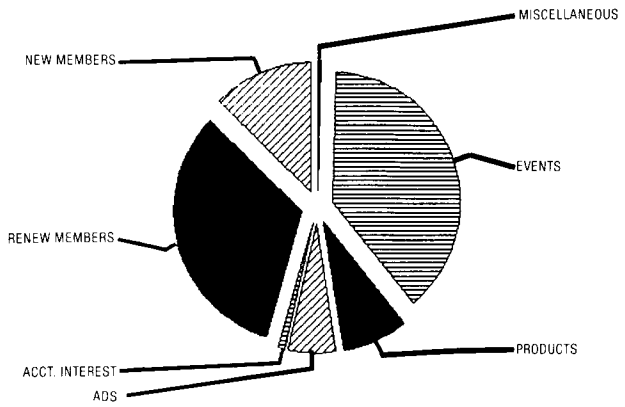
TREASURER'S REPORT

BY JOAN TRUSCOTT
Membership Data Center

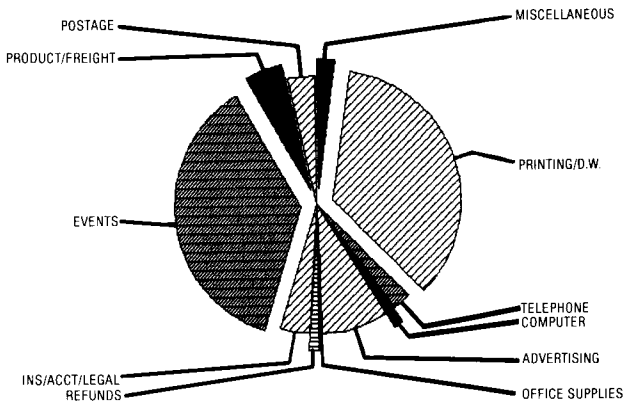
DeLorean Owners Association 1987 First Half Income



1987 First Half Income

Events	$28,985.00	=	37.45%
Ads	$ 4,500.00	=	5.83%
Refunds	$ 2,440.00	=	3.15%
Renewed Members	$24,696.00	=	31.90%
New Members	$ 9,519.00	=	12.29%
Products	$ 6,225.00	=	8.10%
Account Interest	$ 616.00	=	.80%
Miscellaneous	$ 363.00	=	.48%
TOTALS	**$ 77,394.00**	=	100.00%

DeLorean Owners Association First Half Expense



1987 First Half Expense

Postage	$ 2,422.00	=	3.44%
Telephone	$ 1,720.00	=	2.44%
Printing (Delorean World)	$24,833.00	=	35.28%
Events	$25,879.00	=	36.75%
Products/Freight	$ 3,404.00	=	4.84%
Computer	$ 829.00	=	1.17%
Advertising	$ 5,939.00	=	8.44%
Office Supply	$ 229.00	=	.33%
Insurance/Acct./Legal	$ 2,627.00	=	3.73%
Refunds	$ 862.00	=	1.23%
Miscellaneous	$ 1,652.00	=	2.35%
TOTALS	**$ 70,396.00**	=	100.00%

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PRESIDENT'S MESSAGE

BY ED BERNSTEIN

"Let's talk about the DeLorean," Millie stated one morning during breakfast about a week ago.

"What about the DeLorean?" I responded.

"It's too small," she said.

"Four people can't get into it comfortably. The last time we drove it to a formal dinner at McDonalds with William Randolph Hearst and Marion Davies it was a disaster. While sitting on William's lap, I almost cut him in half with the hoops from my skirt and the way you shoved Marion onto that shelf behind the baggage net was disgraceful. Her crinoline poofed up so high, you kept gawking up her dress in the rear view mirror."

"I wasn't gawking up her dress, I was looking out the rear window while I was backing up; anyway, all I could see were her knees."

"Oh, bees knees, Ed, you couldn't see out the rear window . . . you ended up underneath that 16-wheeler while the driver was ordering Chicken McNuggets at the drive thru!"

"If you want to go out with friends in a bigger car, Millie, what's wrong with your '71 Buick Electra 225?"

"Whatever you do, Ed, don't ever imply that *big, blue whale* is mine," she replied curtly. "Anyway, every time we drive down the road in it, people race past and look at you, hoping to get a glance at Henry Fonda or John Carradine. That car looks like it came right out of the movie "Grapes of Wrath" or was it "Tobacco Road"? The seats and the vinyl top are torn from the sun burning them and it's got so many dents and crunches, it looks like the loser in a Demolition Derby. All we need is your grandmother in a rocking chair, tied to the top, waiting to get to San Bernardino to taste the oranges."

She continued without even pausing for a breath, "The time has come to get another new car. What about that Jaguar XJ6 you promised me?"

"Well," I said hesitatingly, "the last time we looked (about 3 months ago), the model you wanted was $40,085.00 out the door. Now, there are none left and the new version of the same car is $44,500.00 plus sales tax and license. It will cost us about $48,000.00 to drive it home. That's an awful lot of money!"

"Five years ago, when we bought the DeLorean, you said we'd get a bigger car when we had the money. I've been saving and smashing those aluminum beer cans every weekend on the rear patio with that Playskool wooden mallet you

gave me, and the time has come to pay the piper."

"OK, OK, you win, Millie . . . we'll get you the new car just as soon as we can build another garage to keep it in . . . but first, you'll have to cut down those four 50-foot trees on the side of the house . . . here's a paring knife."

IT'S TRUE . . .

You may think the foregoing scenario is a bit bizarre, but to tell you the truth, it all happened exactly as it is written (except maybe without the exaggeration about William Randolph Hearst and Marion Davies). By the time you read this article in *DeLorean World* magazine, you can be sure Millie will have her garage and maybe her Jaguar Vanden Plus! No, she didn't cut the trees down with the paring knife. In fact, she used it to cut away the knot in my shoe laces which she tied together to keep me from chasing her with her portable telephone while she called "Rudy" the tree surgeon to perform the job.

The point is, that anyone who really wants something, will eventually get it, even if it costs more than they really want to spend. They will find a way to get it, even if they have to "smash aluminum cans"!

Today we observe the DeLorean automobile vacillating in the marketplace. The price for a good, used vehicle is hovering between $15,500 to $18,750. Not a bad price considering that only 4 years ago, the liquidators of the surplus completed inventory were "dumping" the new cars into the marketplace at between $17,000 and $19,000.

Those "gutsy" guys and gals who purchased them at give-away prices haven't lost a cent and those of us who bought them at $26,500 plus, haven't lost a dime either.

Just try to buy a "real" new DeLorean automobile today for less than $26,500. I'm not talking about one of those phony disconnected or broken angle drive models, I'm talking about an "unused" vehicle. If you can find one, buy it . . . it's not going to get any cheaper. Like Millie's Jaguar, you *may* be able to save $1,000 or $2,000 by some shrewd, hard negotiating, but don't bet on it.

Your competition is an up and coming group of young adults who are affluent and *know what they want.* They are aware that parts for a Countach or Testarossa are not available at the corner auto parts store and you can't get those cars serviced at every corner gas station either. These buyers were brought up on "Back to the Future" and its sequel, caring less about what "was,"but rather are intent on what "will be." They are bored with the 300ZX, the RX7 and the Supra. The Mercedes, BMW and Porsche are for other people, not them. **They're tired of look-alikes!**

They recognize creative styling and design, balking at the Madison Avenue/ Hollywood hype that works so hard at convincing them that a two seat, four-wheel drive mini-truck is "where it's at."

Since there are only about 8000 DeLorean automobiles left *in the world,* and I'm not selling mine, that leaves only 7999 left for the *millions of people* who would like to own one. After those are gone, I guess the rest will have to buy one of those really sharp looking Ford trucks with a great group of styling extras thrown in at no extra charge; such as . . . a chrome-plated step bumper, twin chrome-plated rear-view mirrors, metallic green racing stripe, sisal floor mats and mud flaps. They'll really be making a statement as they aspire to rise in the management ranks with the crowd at the country club.

DeLorean automobiles fit in well at the polo field, the yacht club, the airstrip, Vail and *L'Ermitage.* They adapt quickly to Gilley's, Yosemite, Big Sur and Bourbon Street. They are a bit out of place at a tractor pull.

Don't sell this little car short! If you're in the market to buy one, the day will come when you'll really be impressed with your business acumen. If you're selling yours, one day you will look back with a tear in your eye and remember "the good old days."

"Millie, could you build that garage a little larger so I can put another DeLorean in there? I've always enjoyed the race scene in Ben Hur."

"When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost • ?"

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THE 4TH ANNUAL

LAS VEGAS WEEKEND

IMPERIAL PALACE HOTEL & CASINO JUNE 5-7, 1987

By Samantha Robinson, *Activities Director*
Photos By Nancy Fowler, *Director*

What promised to be a great weekend began taking shape at 10:00 Friday morning, when our sleek-looking DeLorean automobiles started pulling into the parking lot of Marie Callender's Restaurant in Victorville. Owners had stopped for a hearty breakfast, and to gather for a pre-arranged Caravan that would take those of us traveling from all parts of California on to Las Vegas and the Imperial Palace.

At a little after 12:00 noon, Jack and Phyllis Balderston, from Irvine, California, began to get our group rolling with approximately 30 cars lined up and on their way. The Caravan made several stops along the way, the last stop being made at Kactus Kate's on the Nevada-California border, for a little refreshment, and to give our group a quick chance to try their luck at the "slots" while waiting for some of the owners who had fallen behind.

At about 4:00 P.M. the Caravan rolled into the driveway of the Imperial Palace Hotel, where yours truly, the Public Relations Staff from the hotel, and some of our members who had arrived earlier, were waiting. Along with us were the Channel 13 camera crew and the *Las Vegas Sun* Newspaper who wanted to do some interviews and take some photos.

With a slight mix-up with the location of the hotel bell boys, everyone finally got their cars unloaded and checked in.

Our first event began at 8:30 P.M. in Royal Hall "A" of the Imperial Palace, where my Las Vegas Host, Eric Endy, and I had scheduled a Private Gaming School for our weekend guests. Everyone who was interested got a chance to learn the games that are played at the Casino tables, and were each given an Imperial School of Gaming Certificate saying that they had indeed gone to the school. All who participated really seemed to enjoy themselves. Especially since it was a chance to get everyone in practice and ready for the real thing later on in the evening.

When our guests picked up their weekend packets, they also received a Royal Blue T-Shirt designed by our Products Director Geri Moreno. The shirts depicted the weekend with our Logo on the back, and on the front was a DeLorean with Las Vegas and the Imperial Palace in the background. Quite a unique shirt, and . . . another collectors' item, folks. These were all ordered for our pre-registered weekend guests. As the evening came to a close everyone was invited up to the Hospitality Suite where President Ed Bernstein and Millie were busy entertaining and at the same time keeping count on the number of people that could fit in their extra large bath tub all at one time. At last count I understand it was a "tight" 30. I must say that our imaginations do tend to wander somewhat! It takes me back to the telephone booth days when one tried to get as many as possible inside without breaking the glass. Come to think of it, I wonder how many bodies we could get in a DeLorean other than the standard two?!

Saturday morning at 9:00, with the weather in our favor (not too hot—and not cold at all), our group started gathering in the Imperial Palace Garage to pick up their instructions for the Endy Poker Rallye that would take them past the home of Wayne Newton, then on to Check Point # 1 where everyone was able to stop at Ethel M's Chocolate Factory for a tour, and could purchase some of their own calories. John and Joan Truscott were waiting to give each car driver an opportunity to draw their first Poker Card at this Check Point, and got to sample some of the goodies that our group had purchased. After leaving the Check Point, everyone headed out on Lake Mead Drive to the next Check Point, The Rod 'N Reel Bait Tackle Shop, where Don Steger and Nancy Fowler were waiting with the second Poker Cards. At this stop, everyone had a chance to have something cool to drink before heading out to the next Check Point.

Everyone on the road again, heading out past Lake Mead Marina to the Alan Bible Visitors Center, where Eric Endy was waiting with the third Poker Cards. This check point also gave everyone a chance to learn the history behind Lake Mead, and to see the actual size of the lake. Next stop . . . the Final Check Point which was at Marshall Plaza on Highway 93—where yours truly and Rick Barrera (he was the frustrated DeLorean seller from Santa Barbara who drove the white Porsche) were waiting with the final Poker Cards to complete the Poker Hand and check for winners. By the way, William and Sarah Lai from Buena Park, California, had some car problems during the Rallye, but with the help of our Technical Advisor Don Steger, they were able to complete the Poker Rallye and meet us all at Marshall Plaza. After we had a great photo session, answered questions for people who saw our cars all parked and had stopped to look at "so many DeLoreans at once," we all opted for lunch in the general area before heading back to the hotel and the planned Tech Seminar at 2:00 P.M.

As usual, Don Steger, our Technical Advisor and owner of DeLorean Motor Center in Garden Grove, gave an excellent presentation on maintenance of our famous stainless steel autos, and after a brief break had a question and answer session with the help of Stephen Wynne from DeLorean One, located in Canoga Park. No matter how long this portion of the Tech Seminar is, it never seems to be enough time to get most, if not all, of your questions answered. We're working on it.

Saturday evening we had a lovely Buffet Dinner so that every-

one had the opportunity to select from many types of dishes and desserts. After dinner, our program began on a serious note when Director Stew McKean reminded us all what the DeLorean Owners Association is all about, and that we, as Board Members, are here for you, our members. With this in mind, Stew presented the candidates nominated by the Nominating Committee as follows: Jack Balderston, Phyllis Balderston, Ed Bernstein, Millie Bernstein, Dorothy Bradley, Kerry Carmody, Marc Goldstone, Bill Johnson, David Knudson, Mary Lou Knudson, Barbara Lipana, Pepe Lipana, Ginnie McKean, Stew McKean, Robin McNeil, Geri Moreno, Gil Moreno, Kay Myhre, Kjell Myhre, Robbie Robinson, Samantha Robinson, Dick Shipman, Janet Shipman, Don Steger, Joan Truscott, and John Truscott, along with two nominations from the floor: Nancy Fowler and Lance Wyndon. All nominees were approved by the attending members.

Our President, Ed Bernstein, gave his commentary on most everything that had transpired during the weekend—all the activities that were going on in the Hospitality Suite, and how he had mistaken a bottle of bubble bath for a bottle of liqueur. Can you imagine Ed trying to drink bubble bath?! Way to go, Ed, you were really "losing it" this time.

As the evening progressed, Gil Moreno and Millie Bernstein presided over our famous Raffle, with items donated by the Association, Bert Middleton, Bill West, DeLorean Motor Center, DeLorean One, J & J Enterprises, and Paulson Card & Dice. We had some great items that were raffled, and I'm sure no one was disappointed.

Moving on, Advertising Director Dick Shipman presented the Endy Poker Rallye Awards to the following: 1st Place –Member

Dan Flanagan and his guest Shirley Smith from Laguna Hills, California, with a King High Straight; 2nd Place – Member Pat Huelsmann and her guest Chris Fearnow from Las Vegas, Nevada with Three Threes; 3rd Place was Member Scott Bahr and his guest Debra Loomis from Livermore, California with One Pair of Kings and One Pair of Sevens. Congratulations to the winners, and everyone else for being such great sports.

Awards for the Longest Distance Driven in a DeLorean automobile were presented to the following: 1st Place – Charles and Gladys Muffley from Bethlehem, Pennsylvania, who drove 2,577 miles; 2nd Place – David and Tawnya Foster from Orlando,

CONTINUED ON PAGE 13

Pierre Cardin

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Have you had a problem trying to put luggage in your De Lorean. This Pierre Cardin 5 piece Luggage set will work and it looks great. Three pieces will fit in the trunk and the balance on the back shelf.

Each piece is made of scuff and water resistant ballistic nylon, reinforced with narrow woven fabric webbing and the set consists of:

25" Pullman with a rugged structural steel exterior frame, scuff resistant feet, snag resistant zipper with lock and 2 keys.
41" Garment Bag with adjustable shoulder straps steel frame for the 2 hangers, and a large, fully-lined pocket.

21" Weekender, 20" Sports Tote and 14" Shoulder Tote all have adjustable shoulder straps with pads, and rust proof zippers.
FREE with purchase of the set is a **22" Roll Bag** (not pictured) with adjustable shoulder strap.

All of the above for only $99.95 plus $7.95 shipping and handling. Please allow 4 weeks for delivery.

DMC/De Lorean emblem option-each piece of luggage will have an approximate 2" X 6" black emblem affixed with DMC and De Lorean in a silver color. Cost $40.00 each set of luggage. Please allow an additional 2 weeks for delivery.

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DMC Emblem Option at $40.00 each set _____

VEGAS (FROM PAGE 11)
Florida, who drove 2,382 miles; 3rd Place – Harold and Karen McElraft from Houston, Texas, who drive 1,438 miles. I might also add that Richard Marquis flew the Longest Distance. He joined us from Kailua, Hawaii. As soon as we get that bridge built from Hawaii to the Mainland, you will have a better chance of winning, Richard. Everyone knows that driving their automobiles to an event is a lot of fun, and, I must say, if you haven't driven any distance in your DeLorean, you should. It will certainly bond the relationship between you and the automobile.

Our other long distance owners attending and who either drove or flew were Bruce & Carole Benson, Lino Lakes, MN; Dennis & Maria Bradbury, Brookline Village, MA; Jim & Jimmy Dale, Osage Beach, MO; Roy & Naomi Franson, Mountlake Terrace, WA; Bill "Tex" Gano, No. Ft. Myers, FL; Jimmine Hicks, Blue Springs, MO; Bill & Betty Klage, Saugatuck, MI; Earl & Karen Knott, Detroit, MI; Frank Lucero & AndréGarcia, Raton, N.M.; Doug MacFarlane, Siu-Linn Chong, and Jo Stoltenberg, Maple Grove, MN; James Minos & Paula Casey, Palos Heights, IL; Richard Owens & Marie Tripepi, New Hartford, N.Y.; Bill & Patty Robbins, Phoenix, AZ; Elan & Elta Sandell, Dallas, TX; Jerry Zabolotny & Linette Borth, Killdeer, N.D.; Pete & Sylvia Lukowski, Jensen Beach, FL; and, of course—all the 124 other owners and guests who traveled from the State of California.

A special award was presented to William Lai, for his humor and for holding up traffic so elegantly with the help of the local police, while he was getting some work done on his car during the Poker Rallye Run. Both he and his wife Sarah were good sports through it all. They were still able to maintain a smile when they caught up with us at Marshall Plaza. William I know your DeLorean Hat will make a good conversation piece, and remember, everyone, you saw it first on the Las Vegas Channel 3 Six O'Clock News!

A final award, a chrome-framed 16" x 20" photo of 75 DeLoreans, was presented by Ed Bernstein and myself to our Las Vegas host, Eric Endy, for his Second Year of Active Participation in the Las Vegas Weekend.

With this, Ed brought our evening to a semi-close before we gathered to attend the "Legends in Concert" held in the Imperial Theatre where we were all seated as a group, to enjoy the show. As usual, after the show, some of us "die hards"met to go out to a local club and dance the rest of the night away. It was fun, folks!

After I thought I could not hold my eyes open any longer, I went back to the hotel,only to run into Ed and Millie Bernstein, in the Casino, playing the dollar slot machines. So, naturally, I joined in the fun. Yes, we took some money back home with us, and for those of you who were unable to attend, you had your chance when I asked you to at least "sponsor a slot machine." Sorry! I really think all of you who did not attend missed a great weekend. There was something going on for everyone. For those of you who did attend, I thank all of you for making this event a great success just by being there, and all of you behind the scenes—those who helped with check-in, selling products, helped with the Rallye, and, again, Eric Endy, who helped me get so much done. I thank you, Nancy Fowler (soon to become a permanent part of the Association Family by becoming Mrs. Don Steger at a "DeLorean Wedding"). Nancy graciously took photos in the absence of Association Photographer/Historian Robbie Robinson, who so many of us missed.

THANK YOU FOR MAKING OUR LAS VEGAS EVENT THE SUCCESS IT WAS!!

Figure This Out

By David Knudson

Taking an overview of the members of the Association that I have met through the years, I see a group that has certain consistencies and inconsistencies like any other. However, without being patronizing, two of the traits I find consistently in Association members are enthusiasm and drive. I have yet to meet a dull, unmotivated DeLorean Owners Association member. Really.

It was with this knowledge that I voted, over a year ago, with most of the Board of Directors, to begin organizing out-of-California events.

As you probably know, the Association has already had national conventions in Chicago, San Antonio and Orlando. Buffalo, St. Louis and several other locations are in the planning stages.

I was thoroughly convinced that out-of-California events would be heavily attended by enthusiastic, adventuresome members from all over.

Unfortunately, I was wrong. Although the Chicago convention drew well over 200, most of the attendees were from the immediate Illinois area. Very few of the hundreds of members from surrounding cities bothered to open their gullwings and drive for an hour or two to take advantage of a truly unforgettable weekend.

The San Antonio Convention, on the other hand, brought out a couple of members from San Antonio, several very active members from Houston, a few from Dallas and that was it. Once again, Texas has hundreds of members who didn't care enough to even drive a few miles and take a look.

The Orlando convention brought quite a few people from around the country, however, very few of the hundreds of Florida members showed up.

Is this my idea of an enthusiastic, adventurous group? Hardly. It simply doesn't add up.

The only thing I can put it down to is this. Could there be a general misconception of what an Association event really is? If that's the case, please read on.

First, everything is professionally run . . . Samantha Robinson is a very professional organizer. Second, no one gets bored because there are so many things to do that you'll never be able to do them all.

Third, everything is of the highest quality . . . no Bates' Motels and week-old hamburgers. Fourth, there's plenty to do for car buffs and non car buffs alike. For example, if you're not into tech talks, there are always other things going on. Fifth, if you're timid, we'll sweep you up in the activities and you'll meet a lot of great people in the process.

In short, Association conventions are a far cry from what many people think of as "car club events."

In light of their spotty attendance, it's important that you know that the future of these nationwide conventions is in doubt. At the last few board meetings, voices have been raised in favor of cancelling out-of-state events altogether and returning them all again to California. In my opinion, this would be very unfortunate.

What can you do? First, drop a note to the Editor and let us know if you want events in your area or not. Second, if you do want them, come to them.

Fuel Pump Troubles?

Problem: My Delorean has a growling noise which seems to come from the dash. This noise is worse with the A.C. on or while driving in stop and go traffic. I replaced the fuel pump but the noise came back. The noise is always worse when the gas is low. What can I do to stop this irritation?!

Solution: Install the "HEAT SHIELD" sold by Bauerle Automotive!!! The problem is caused by super heated radiator air blowing on the fuel tank and fuel pump. This overheats the pump. This noise is worse when the fuel level is low because the cooling effect of the fuel is reduced. The "HEAT SHIELD" re-directs the radiator air down and under the car and does not hinder cooling system performance. Proven in 26 months of use. The price is only $16.75** for a renewed enjoyment in driving.

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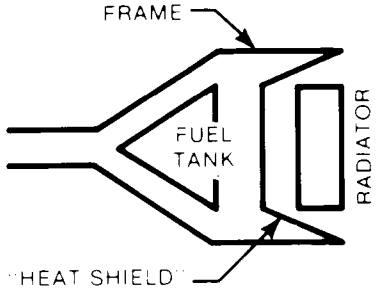


We also do quality Delorean maintenance and repairs!

Area Regional Chapter 3

by Bruce Benson

When I hear bagpipes I usually am reminded of the only Joseph Wambaugh book that survived the transition to the movie screen and still carried some impact—"The Onion Field." I now have other things that are brought to mind—Jaguars, Bentleys, MGs, Aston Martins, and guess what else? DeLoreans!

One of our region's members, Bob Weeks, works with a member of Jaguar Minnesota. They have various fund raising projects such as filling a shopping mall with Jaguars on Fathers Day weekend. The cars attract shoppers and the malls pay a fee to the Jaguar club. Anyhow, these Jaguar people are a generous group and each spring they host an English car club (they said Ireland is close enough) rally and picnic. This one was complete with a Bagpiper, English tea, and biscuits. Fortunately, some of us Swedes brought a little beer.

The route we used on the rally was super. I've lived in this area most of my life and I was never sure where the heck I was. We followed the Mississippi river bottoms from St. Paul to Red Wing. There were some great stretches of road with enough curves, hills, and straightaways to keep us all happy. In addition to our Minneapolis regulars, Bob Weeks, Howie and Sandy Bohannon, Don and Marylou DeBolt, Doug McFarlane, Siu-Linn Chong, and Bruce and Carole Benson, Bob and Marylou Steib and Gene and Lori Bullis drove up from Sioux Falls, South Dakota.

Some of those Jaguars are really beautiful, even if you can't trust them around the block. Gene commented how every time our tires got warmed up an MG or Morgan got in our way. We did manage to bury the needle, and then some, on one deserted stretch of highway. Don's twin turbos seem to wind up faster than my single but once they're rolling I think they're close.

Red Wing is a pretty river town written about in some famous (and maybe a few infamous) songs and poems. The park we picnicked in was on the banks of the Mississippi and to see all those cars, about 40, was impressive. Strolling around the lush green park was a Bagpiper playing the haunting sounds that seem to blend so well with the smells of Conley leather, English tea, and a hint of Castrol motor oil slowly dripping from under the Jaguars. The sights were also mood setting with all the English Walnut, British Racing Green, and what? STAINLESS STEEL? Really it was a great way to spend a Spring Saturday.

As summer progresses we're going to find more events to help us enjoy our cars. Chapter 3 is in a transition period right now. Jack Jeffery, who served us so well and was instrumental in bringing Chapter 3 together, has resigned. With his central location in Iowa, he was able to coordinate Iowa, Minnesota, Nebraska, and South Dakota. We have enough cars in Minnesota to support a chapter here so it looks as if Chapter 3 will have to split, at least in formality. We still hope to combine some events with Iowa and Nebraska. We plan to include Sioux Falls in our events and Omaha undoubtedly will too. Such is the value of location.

I hope any ideas for events will be passed on to myself or Doug McFarlane.

Area Region Chapter 22

By Dick Crawford

Here it is . . . Chapter 22's first outing of the year . . . The Newport Motor Car Festival. Evan Kempton has been in touch with people involved with the event and we are going to try to find a spot where all the DeLoreans can be grouped together. It should be a lot of fun.

Rob Grady of P.J. Grady of West Sayville, N.Y., a DeLorean specialist, will be available at Newport to answer questions and offer advice on those little, nagging DeLorean problems we've all experienced. He may even be able to do a few on-the-spot adjustments if we ask him nicely.

John Shaw of Georgetown, MA is in the process of putting two DeLoreans together to make one good one—one was wrecked, the other was burned. He is doing an excellent job of it, too. One interesting thing he discovered is that a DeLorean windshield is the same as a Lotus. My guess is that it was made for the Esprit. He said it cost about $250 vs. about $400 for original DMC (w/o antenna), so if you need a windshield and aren't concerned with 100% originality this might be a good alternative. Thanks, John.

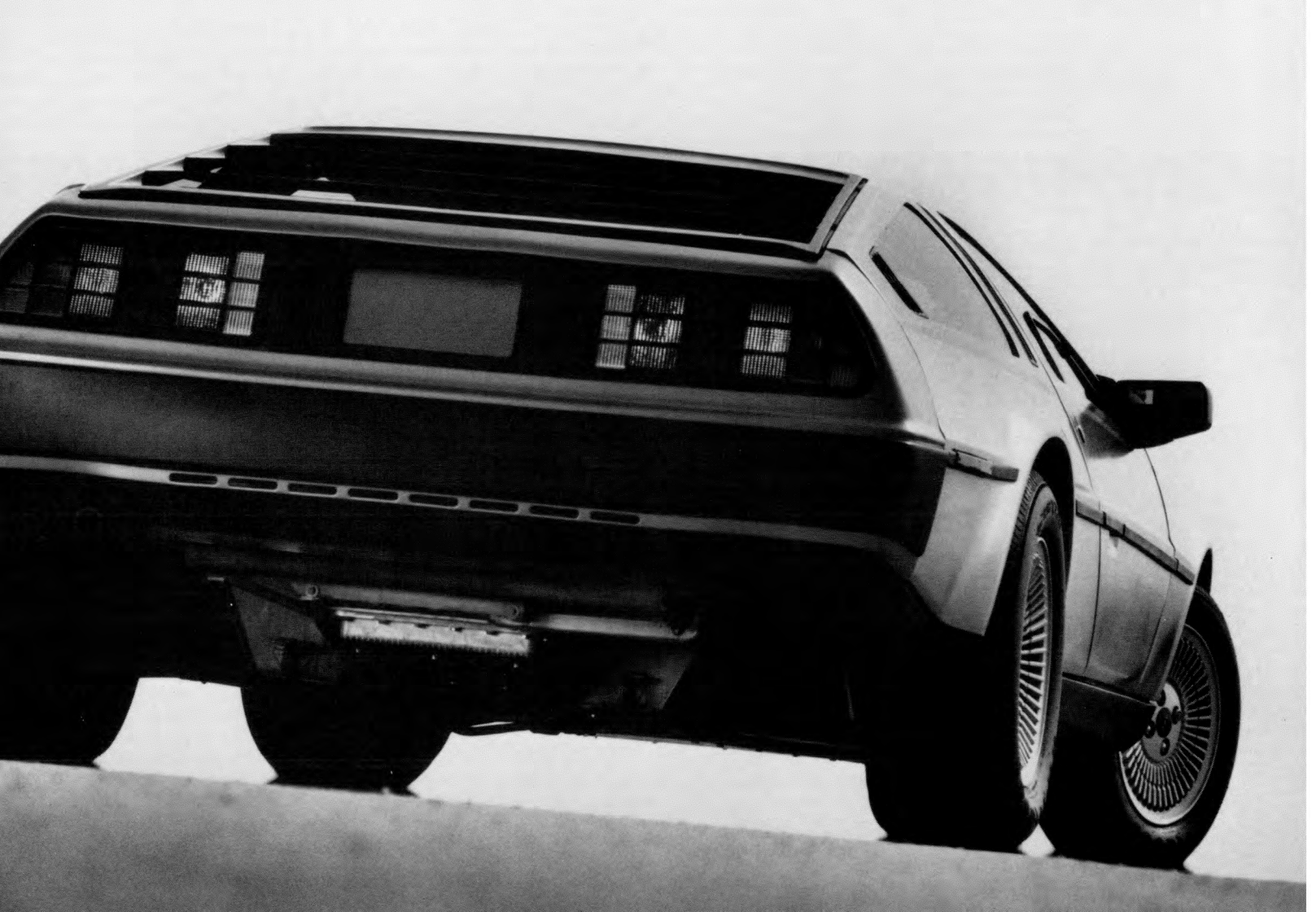
CALENDAR

Buffalo/Niagara Falls, N.Y.

AUTUMN NORTHEASTERN NATIONAL CONVENTION

September 11, 12, 13

"GRRRANK!"



DeLoreans do a lot of things well.
But, talking isn't one of them.

For instance, when you downshift and your car yells out "GRRRANK," it's a good chance it's trying to tell you the clutch pipe is ballooning.

On the other hand, if your car has an automatic transmission and it mutters "BRRRUMTH" as it unexpectedly downshifts, the computer governor has probably gone out.

It's not easy to understand these outbursts. But, don't worry. We've been listening to DeLoreans gab for years. We know the language.

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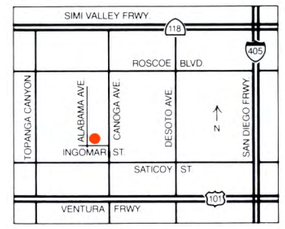

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DELOREAN ONE

ORLANDO

Florida

By Samantha Robinson, *Activities Director*
Photos By Robbie Robinson, *Historian/Association Photographer*

My week began March 21st when I got up early, packed the car, and said good-bye to my husband, Robbie, and headed our DeLorean due East. I stopped overnight in New Mexico, and the following night in a town just outside of San Antonio. I was careful driving through Texas, especially through Ft. Stockton. But not careful enough. It seems that most DeLorean automobiles just can't get through there without getting stopped for one reason or another. Either the State Patrol has got you pulled off to the side for speeding or because they just have never seen a DeLorean before. Guess why I was stopped!

On Monday morning, I pulled into the driveway at the home of Joe and Mary Ruth White in Bellaire, Texas. They had planned a Chapter #9 get-together in conjunction with the travels of both Ed Bernstein and myself on our way to Orlando. When I arrived, Mary Ruth was busy in the kitchen cooking up plenty of goodies for the activities planned for that evening, and getting some lunch ready. Of course, the first question they asked me when I arrived was, "did you see Ed on the way and did you have any trouble finding our home?" My answer to both questions was "No." As I was to spend the night with the White family, I was able to relax a while, get a tour of the White "Ranch," and rest up for the next-to-last leg of my trip. At least I got to relax until 7:30 that night. Did the Chapter Members start pouring in! It was great. I got a chance to meet and talk to a lot of nice people, answer as many questions as I could possibly manage, and help get some new members. I had so much fun, and had talked so much, by the time midnight rolled around, I was beginning to get a little hoarse. By the next morning, I had almost completely lost my voice. But, folks . . . it was well worth it, because I met some great Texas people!

On Tuesday afternoon, I arrived in Pensacola a little ahead of schedule, but early enough to enjoy the weather they were having. Wednesday, I got up bright and early, still being on Pacific Time, full of energy and ready to do some serious DeLorean cleaning. I was, of course, getting the car ready for the drive down to Orlando the following day. It was really looking quite good, shining, tires and rims clean, and the interior was spotless. I was ready to roll. When I left Pensacola on Thursday morning, it was beautiful. The sun was out and the temperature was quite comfortable. The first thought that came to my mind was, it's going to be a fantastic weekend.

As you all know, we can't always have what we want . . . and rain was one thing that I did not want. Besides, I had spent so much time cleaning the car, I really did not want to see any form of rain. Well, as luck would have it, when I reached Tallahassee, the sun disappeared and suddenly, without warning, there was this terrible sound. My worst fears began to happen. The rain started coming down in buckets, the thunder just would not stop, and lightning could be seen in the distance. It was quite windy, so I thought positively . . . the wind would blow all of this mess away. Ha ha! When I reached Gainesville, it was still raining, harder than ever, and by the time I reached Orlando, it was worse. I immediately drove to the hotel to check in, got rid of all my bags, then headed for the airport to pick up my better half. I didn't think the rain could get any worse; it was that bad; but when I got to the airport, it looked as though someone was standing directly over me pouring a bucket of water right in front of me. So you can just imagine the look on Robbie's face when he stepped off the plane. "What happened?!?"

Still keeping a positive attitude about the whole situation, I kept thinking this would all clear up the next day, the day that everyone would be arriving in Sunny Florida. With this in mind, along with the assurance of other members who had already arrived, and the staff at the Sonesta Village Hotel, where we were all staying, I felt better. Sort of!

Thursday night, trying to keep in good spirits in spite of the rain, a group of us went to dinner at King Henry's Feast, located not far from the hotel. We were treated to a bountiful five-course banquet at the Court of King Henry VIII. There was continuous music, specialty acts—magicians, dancers, and singers. We were

really entertained and, for a while, it took our minds off of the showers outside. We all had a great time.

Friday morning began with a bang. A bang of thunder, that is! We all stayed pretty close to the hotel because the weather was not all that great, and because Ed and I had interviews with the local news media, and, of course, we wanted to be in the area when our members started checking in.

A group of us were to meet a Caravan coming in from Ft. Walton Beach, Florida at about 4:45 Friday afternoon, but, of all things, because it was raining so hard and because the traffic was just horrible (a small version of our L.A. Freeways during the afternoon rush), I missed my turn and so did everyone else who was following me. At any rate, Robbie and I headed back to the hotel only to find everyone else, including the Caravan, at the hotel waiting for us. Try and figure that one out! In any case, we did manage to have our photo shoot, and the news media was happy with the photos that they were able to get for both television and newspapers.

Parking in Sanford, Florida prior to boarding ship.

Friday evening, we had our Welcoming Party at Sonesta Village Hotel, where they had prepared some lovely hors d'oeuvres for us. We had Baked Smoked Country Ham, Smoked Nova Scotia Salmon, Cheese Trays, Fresh Vegetable Trays, and Assorted Fruit Trays. It was all quite tasty, especially to me since I hadn't had a bite to eat all day.

We met a lot of people that we had not had the pleasure of meeting before, and of course there were members there that had attended many of our other Conventions. From California—Ed & Linda Beaumont, Stephen & Elaine Wynne; Connecticut—

CONTINUED

Forrest & Carol Roberts; Florida—Jim & Betty Ahlborn, Roy & May Ahringer, Wallace Coyner, David & Tawnya Foster, Greg & Carol Ann Gruetzmacher, Jim Hughes, Michael Kelley, Robert & Carolyn Melton, Raymond & Lynda Molho, Mel & Fay Owens, F.B. & Helen Peterson, Larry Parker, David & Bobbi Thompson, Bert & Diane Varady (Chapter Coordinator #15); Illinois—Howard Feinstein & Brenda Hansen, Peter Stockle & Susan Patterson; Louisiana—Donald Fonte, T.J. & Ching Wasmuth; Massachusetts—Dennis Bradbury, Richard & Anne Crawford, James Sanderson & Sandra Pacheco; Michigan—Richard & Germaine Rutkowski (Chapter Coordinator #1); Missouri—Jim & Jimmy Dale; Maryland—John Steele; Nevada—Eric Endy (Chapter Coordinator #19); New Jersey—Paul Wilson & Jim Lampe; New Mexico—Frank Lucero & Andre Garcia; New York—Frank & Doris Case, Robert Grady & Linda Dailey, Robert & Mary Ann Miarecki; North Carolina—Richard & Geraldine Houck; Ohio—David & Linda Colley, Glen & Betty Forepaugh, Dana & Jay Kalchoff; Pennsylvania—Charles & Gladys Muffley (they travel everywhere by DeLorean), Richard & Marie Sorce; Texas—Joe & Mary Ruth White (Treasurer & Activities Director Chapter #9); Virginia—James & Kim Mowles, Preston & Dottie Mowles, George Perry; Wisconsin—Grant & Irene Johnson; Ontario, Canada—James Torrance & Jill Page, along with many more that I have not mentioned.

Saturday morning, with no rain, we were all off to a good start. We all headed for our cars about 8:15 A.M. on our way to Sanford, Florida to enjoy a Breakfast Cruise and Tour on the river ship Romance that took us up the St. John's River.

We had time to really enjoy the scenery, chat, and relax, along with a lovely breakfast that was prepared for us. In addition, we were entertained by a piano player who sang for us, gave us a variety of music, and we were also treated to the antics of the ship's Captain.

Once we returned to the dock, it started to rain again. What a mess that was, getting from the ship to our cars. The majority of the ladies were lucky. We all waited out of the rain, while our mates got soaking wet getting the cars. On the way back to Orlando, which is about a forty-minute drive, (Ed can tell you about the breakdown that one of our members had just outside of Sanford—he was quite inspirational in giving his moral support as we all waited for help) . . . What a sight to see . . . all of the DeLorean cars parked off to the side of the road while we waited for our trusty "Tech Advisor" Don Steger to come by and help. You've heard of Six Flags Over Georgia; well, this was Six Umbrellas Over a Delorean. Once Don performed his usual magic on the DeLorean-in-Distress, we headed back to the hotel for our Tech Seminar that Don had prepared for us. As usual, he had a captive audience, and did a great job.

Saturday night, we had our Buffet Dinner and Program. We had a Raffle with a lot of great prizes that were donated by the Association, DeLorean Motor Center, DeLorean One, J & J Enterprises, and Bert Varady. Awards were presented for the Longest Distance Driven in a DeLorean to the following: 1st Place, James Torrance, Lakefield, Ontario, Canada; 2nd Place, Forrest & Carol Roberts, Sherman, Connecticut; 3rd Place, Richard & Germaine Rutkowski, Redford, Michigan.

After our Program ended, guests were invited to the DeLorean Hospitality Suite where they could purchase Association Products, chat, have a few drinks, and eat more snacks.

Sunday, the DeLorean Concours was held; in the rain, I might add . . . but everyone seemed to be taking the weather in stride. I didn't help judge this time, but I can tell you that there were some exceptionally nice cars in the show. Everyone, both judges and participants, worked hard. The winners were: Bert Varady, Ft. Walton Beach, Florida – Best of Show and 1st Place; 2nd Place went to Dana Kalchoff, Brecksville, Ohio; 3rd Place went to his brother, Jay Kalchoff, also of Brecksville, Ohio. I congratulate all of you for a job well done, and to the winners, I say, "Great Going!" What a way to end an event.

Yes, we had bad weather the entire weekend that we were in Orlando, but be assured, because of all the great support that was given and received by everyone who was there, we had a F-A-N-T-A-S-T-I-C time. I look forward to seeing you all again soon. And for those of you who have never attended one of our Events, make it a must . . . we do have fun, and believe me—you meet a great bunch of people!

Thank You

DELOREAN ONE

would like to thank the following individuals for participating as judges in Concours DeLorean at Sonesta Village, Orlando, Florida on March 29, 1987.

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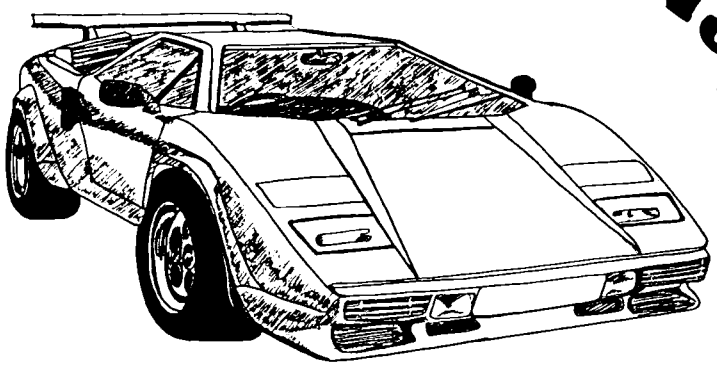
Summer Fantasy



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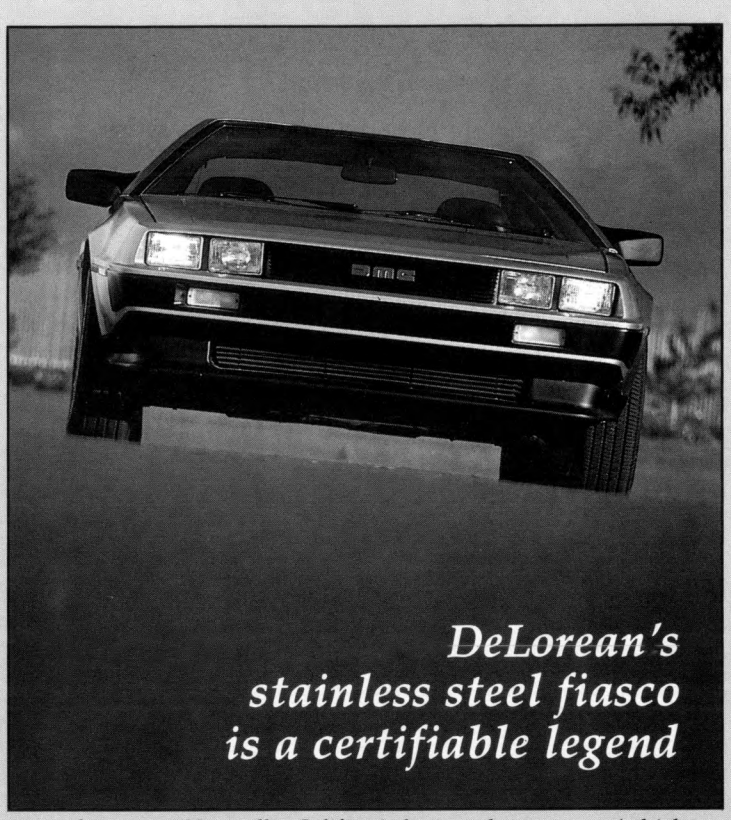
Collector's Item

BY TOM JOHNSON



DeLorean's stainless steel fiasco is a certifiable legend

I think you're going to find," says Ed Bernstein, who owns both a DeLorean and a shop for DeLoreans in Canoga Park, "that the DeLorean is the sleeper collector car of the 1980s."

Forget for a second the legal troubles that plague John DeLorean. Forget the allegations of fraud, the suitcase full of cocaine and the lawyers arguing fine points in front of television cameras on courthouse steps. Think only of the car, the DeLorean vision.

Even before the first production model rolled off the line in January, 1981, the DeLorean had attained a certain mythic status. The impossible had been done by the former whiz-kid of General Motors; the man who had brought America the Chevy Camaro had started his own competing company from scratch.

The DeLorean Sports Car started out almost as an exercise, when the new challenge of the 1970s (fuel efficiency) was joined to the unfulfilled promise of the 1960s (safety). DeLorean set out to build the car Detroit was afraid of, a car that protected its passengers, sipped rather than guzzled gasoline, lasted longer than four years and was stylish enough to appeal to consumers.

But two years after the first car rolled out of the brand new, heavily subsidized factory in Northern Ireland, the DeLorean Motor Co. was bankrupt and the last DeLorean put on a boat for the United States. Exact production figures weren't kept, but something close to 8,800 cars were made. Despite a suggested retail price of $25,000, they sold new for as little as $12,000 and as much as $42,000.

"Pretty much all of them are left," says Patti Nolan, owner of the DeLorean Motor Club of America, a DeLorean specialty shop and information clearinghouse in Huntington Beach. "Today people are paying around $18,000. I have one in the shop now for $13,500, and I have another for $19,700."

Naturally, California became home to more DeLoreans than any other state, and as many as 1,700 may still be on the road in the car-culture capital of the United States.

"It's a funny car," says Nolan. "They seem to sell better in Texas and back east. You can get a better price in the middle of the country because there are fewer of them to go around."

After the DeLoreans arrived, they diminished in stature quickly. The miracle of its quick development produced a flawed automobile. The first DeLorean demanded as much as 200 hours of follow-up work. A strap had to be added to the gullwing doors, for example, so they could be closed.

"They didn't like to call them recalls," says Nick Hurtado, a mechanic who worked at DeLorean's Quality Assurance Center in Santa Ana. "We used to call them 'service bulletins.' These were little things like changing a nut because it was steel and it should have been stainless steel."

While the car was manufactured, over 2,200 changes were made in its design and construction. Though most of those changes were of the wrong-bolt variety, a few altered the look of the car. A gas flap appeared and disappeared; decorative grooves along the car's hood were abandoned; and the radio antenna moved from inside the windshield to the front fender and, finally, the back.

The same haste that necessitated so many changes had another result. To save money and time, DeLorean assembled existing automotive parts into his new car, a shortcut that has prevented the DeLorean from becoming a white elephant.

Over the years, most owners have corrected the car's minor flaws. Others have gone even further, doing what they imagine DeLorean would have done to later models if he'd had the time. Many have turbocharged the car, which drops the 0-60 time from 11 seconds to 6.5 (which requires that the speedometer be replaced, since the standard DeLorean model goes to only 85 miles per hour). Some owners have even painted over the car's distinctive stainless steel body because it is thought that DeLorean would eventually have offered more than one color.

What owners have found is that DeLoreans, while not the revolutionary car of the future they were once touted to be, are distinctive and relatively inexpensive cars in an era when everything on wheels is starting to look like a Ford Tempo.

"The large manufacturers," says Bernstein, "have sacrificed design for function. Everything that has come out in the 1980s is pretty banal."

There lies the irony of the DeLorean. The pendulum has swung from form to function, and the high ground between the two again lies unclaimed. The car is a reminder of the rarely realized notion that form and function can occupy the same space.

"I have 88,000 miles on mine, and the

CONTINUED ON PAGE 31

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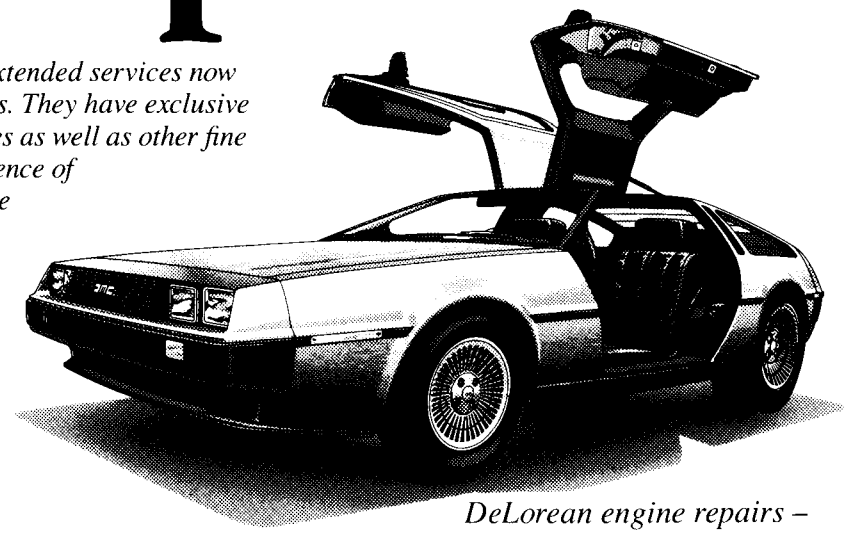

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DeLorean Automatic Transmission Computer Governor Failures

By Marc Goldstone

After hearing of several problems with the automatic transmission computer governor module, I decided to find out what the cause of the failures was. The governor module controls the shifting of gears in the automatic transmission. It accomplishes this by activating solenoids based on the output shaft speed, and throttle position. The solenoid valves are activated in the correct sequence providing a gear ratio change at the correct speed. Both Don Steger and Ed Bernstein have given me modules to study. Opening the module exposed the major components. These are a generator, two circuit boards, a switch assembly and a wiring harness. Removal of the circuit board was difficult; it required cracking open the housing. The circuit board is coated with a thick layer of a varnish-like substance. (To protect the components from moisture.) For this reason repair of an existing module would be very time consuming and probably not cost effective. The first step in evaluating the operation of the module was to recreate a schematic diagram of the circuitry, the analysis of which showed two design deficiencies.

The first and most serious of which was the fact that there is inadequate protection against reverse EMF generated upon de-energizing the solenoids. The inductance of the solenoids allows a significant amount of energy to be stored. When the computer governor switches off the flow of current to a solenoid, the magnetic field collapses. The result is a high voltage surge which is applied directly to the power driver transistors on one of the circuit boards. The applied voltage is well beyond the rating of the components and will cause long term degradation of the module.

The second design weakness is the lack of protection against transients which may be present on the supply and/or ground connections to the module. Transients in automobiles are caused by many sources. Some of these are:

- The alternator will produce high voltages should the battery be disconnected or any of its connections come loose while the engine is operating (load dump phenomenon).
- Fast charging the battery while it's still connected to the vehicle.
- Operation of the starter motor, door solenoids, fan motors or any other inductive devices.
- The most common way of preventing these inductive devices from causing destructive transients is to bypass each inductive device with a diode of suitable rating. There are so many of these inductive devices scattered about the vehicle that it is economical to protect only sensitive components within the various electronic systems. The best form of protection is to use a transient suppression device directly across the supply connection to the governor module. Energy released by high voltage surges is dissipated in the suppression device rather than destructively in the circuitry.

As stated previously, repair of the module is cost prohibitive. Protective devices could be installed, however, on *working* computer governor modules. These protective devices should reduce the likelihood of having any transient induced failures. The cost of a module would be in the $30 range, each. This device should pay for itself in no time. All the signals necessary for incorporation of these transient suppression devices are accessible at the "test connector" located under a protective cover on the governor wiring harness. The harness is the black module mounted in the engine compartment, on the fire wall, directly beneath the ignition ballast resistors. The test connector has 5 contacts, three of them hexagonal and the other two round. The center hexagonal contact (pin 3) is the +12 Volt supply. Counterclockwise from this (pin 2) is one of the solenoid signals. The last hex contact (pin 4) is the second solenoid signal. Clockwise from this (pin 5) is the ground connection. Note that pin 1 is not used. Standard banana plugs should be used to guarantee a reliable contact to the surge suppression device. See Fig. 1 for a schematic of the transient suppression device:

Parts List:

D1	1N4001 Diode
D2	1N4001 Diode
TS1	Transient suppression device GE-MOV V22ZA3 18 Volts 1000 Amps peak
J1-5	Banana Plug

Construction of the transient suppression module should guarantee that no short circuits can occur and should also be water tight to prevent eventual corrosion of the banana jacks. My prototype involved point to point wiring techniques followed by encapsulation of the module in epoxy casting resin. A plastic sheath of DIP-IT formed over a suitable mold would protect the module contacts. This is important since water may find its way into the engine compartment. DIP-IT is typically used to coat the handles of tools and can be purchased at a good hardware store.

Examination of one of the modules showed what appeared to be several poor solder joints on the board-to-board interconnect cable. The symptoms associated with this sort of defect would be erratic operation of the module aggravated at the temperature extremes or by vibration.

If you have any questions on the construction of this device or would like the names of people who will sell a completed module, give me a call after 6 P.M. Pacific Time at (714) 552-9171.

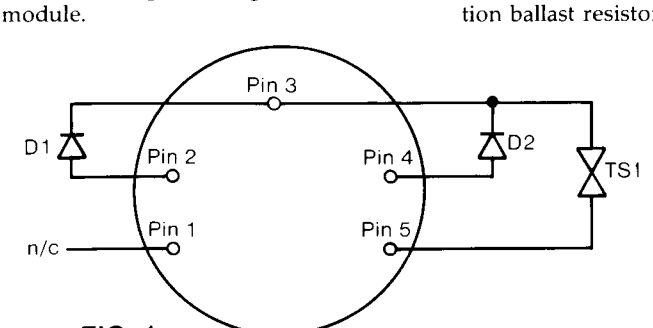

FIG. 1

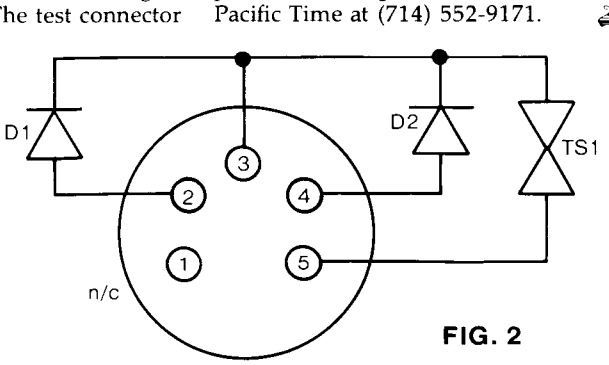

FIG. 2

PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS PARTS

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DeLorean Torque Specifications

IMPORTANT NOTE: TORQUE SPECIFICATIONS SHOULD NOT BE EXCEEDED.

DESCRIPTION	THREAD SIZE	NM	FT. LB.
Fuel tank cover plate	M8 x 13	22	16
Fuel tank cover	M6 x 10	11	8
Horn bracket attachment	M6 x 10	11	8
Radiator mounting bracket to frame	M8 x 13	22	16
Horn to bracket	M6 x 10	11	8
Radiator stay bracket to frame	M6 x 10	11	8
REAR SUSPENSION:			
Trailing arm bush attachment	M8 x 13	22	16
Lower link both ends	½" x 19	80	60
Upper link both ends	½" x 19	80	60
Trailing arm hub to carrier	M12 x 19	75	55
Outer drive shaft to hub	M22 x 32	370	270
Trailing arm to pivot bush	M12 x 19	75	55
Shaft to inner and outer drive shafts	M10 x 17	40	30
Parking brake cable bracket to hub carrier	M6 x 10	7	5.5
Caliper - hub carrier	7/16" x 16	55	40
Flex brake pipe attachment	⅜" x 15	16	12
Wheels	M12 x 19	80	60
TRANSMISSION AND FINAL DRIVE:			
Drain and fill plugs	M10 x 17	20	15
Mounts	M 8 x 13	25	18
	M10 x 17	36	26
TRANSMISSION SHIFT LINKAGE:			
Auto and manual relay pivot bolts	M8 x 17	22	16
FRONT SUSPENSION:			
Caliper to mounting bracket	7/16" x 19	75	55
Dust shield	M8 x 13	28	20
Front disc to hub (w/Loctite 601)	M8 x 13	28	20
Stub axle to steering knuckle	M22 x 32	220	165
Hub bearing to stub shaft	M22 x 32	190	145
Upper control arm pivot bolt	½" x 19	80	60
Lower control arm pivot bolt	½" x 19	80	60
Shock absorber (upper)	⅜" x 14	28	20
Shock absorber (lower)	½" x 19	80	60
Stabilizer bar - lower control arm	M12 x 19	75	55
Stabilizer bar pivot (on chassis)	M10 x 17	36	26
Flex brake pipe attachment	M10 x 15	16	12
Uppe ball joint to steering knuckle	7/16" x 16	70	52*
Lower ball joint to steering knuckle	½" x 19	70	52*
ENGINE:			
Engine mounts	M8 x 13	25	18
A/C compressor bracket to engine	M7 x 13	16	12
Heat shields to exhaust cover	M6 x 10	11	8
Exhaust crossover pipe to manifold	M10 x 17	40	30
'U' Bolt catalyst to muffler	M8 x 13	15	11
Muffler support	M 8 x 13	22	16
bracket on engine	M10 x 17	30	22
Muffler rubber mounts	M6 x 10	11	8
BRAKE LINES:			
"T" connections to frame	M6 x 10	11	8
	M 8 x 13	22	16
Flex pipe to frame	M10 x 15	16	12
Line union through frame	M10 x 15	16	12
RADIATOR:			
Fan cowl to radiator	M6 x 8	7	5
	M6 x 10		
STEERING UNITS:			
Lower column to universal joint to rack pinion and letter column	M8 x 13	22	16
Tie rod to steering knuckle	7/16" x 14	36	26
Tie rod lock nut	M12 x 19	65	48
Steering rack assembly to frame	M8 x 13	15	11

* *REF.: Service Bulletin ST-24-10/81 Revised Torque Setting*

REF.: Service Bulletin Number ST-09-7/81 Torque Specifications

Workshop Manual Supplement Part II

by R. L. (Ron) Totman

(Part I in Fall '86 Issue)

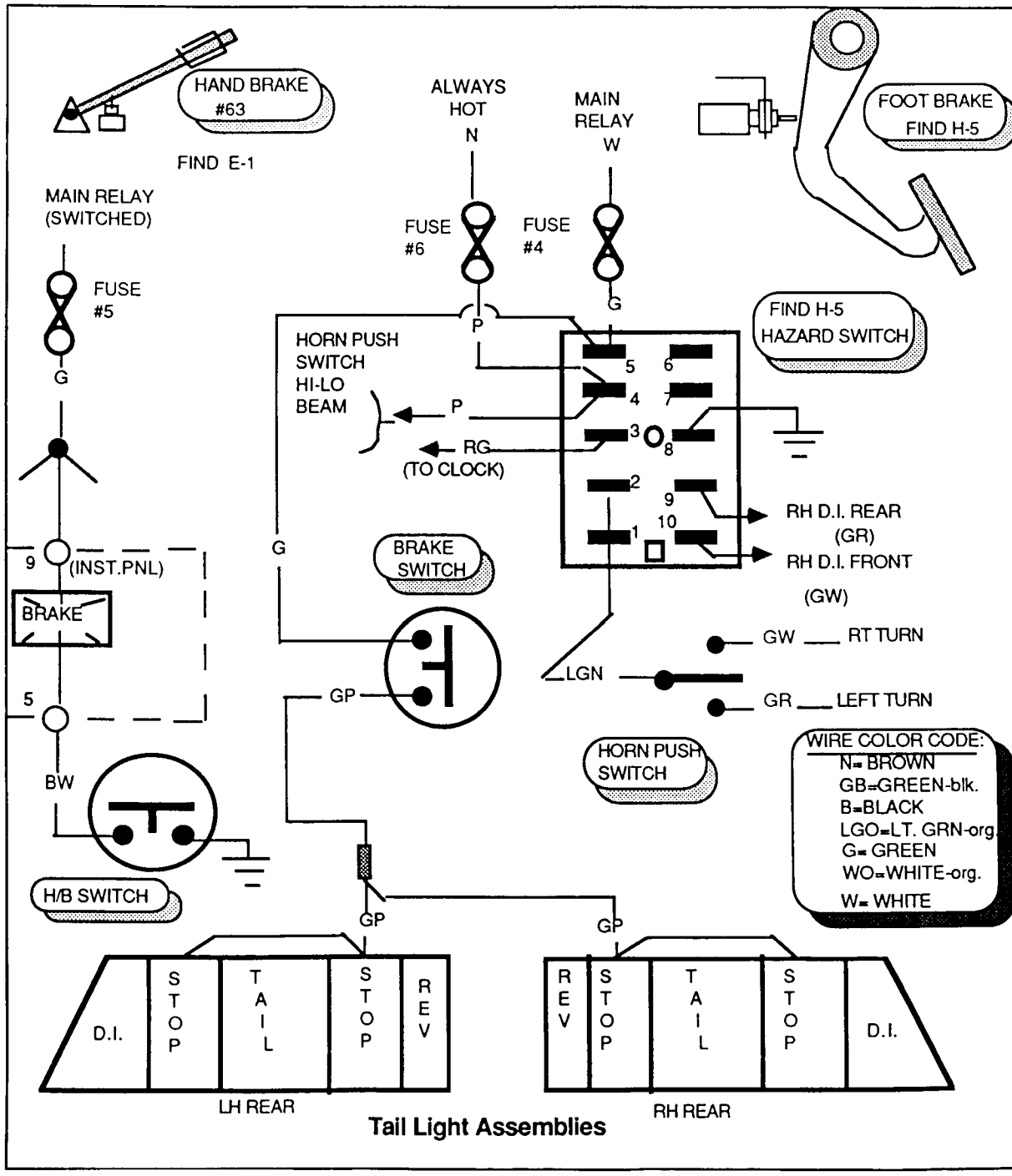
On the following two pages you will see continuation sheets M:18:01:3 and M:18:01:4 to supplement the electrical wiring information in the DeLorean Workshop Manual. The copy of the overall wiring diagram in a previous issue of DeLOREAN WORLD was helpful in troubleshooting electrical problems, but I find that these individual sketches for simple circuits ar somewhat easier to use.

Perhaps other readers will find these sketches of some value in troubleshooting electrical fault conditions, too. Lost my electric fuel pump last month, and now realize how much help a specific circuit sketch can be.

CONTINUED

BRAKE / HANDBRAKE WIRING

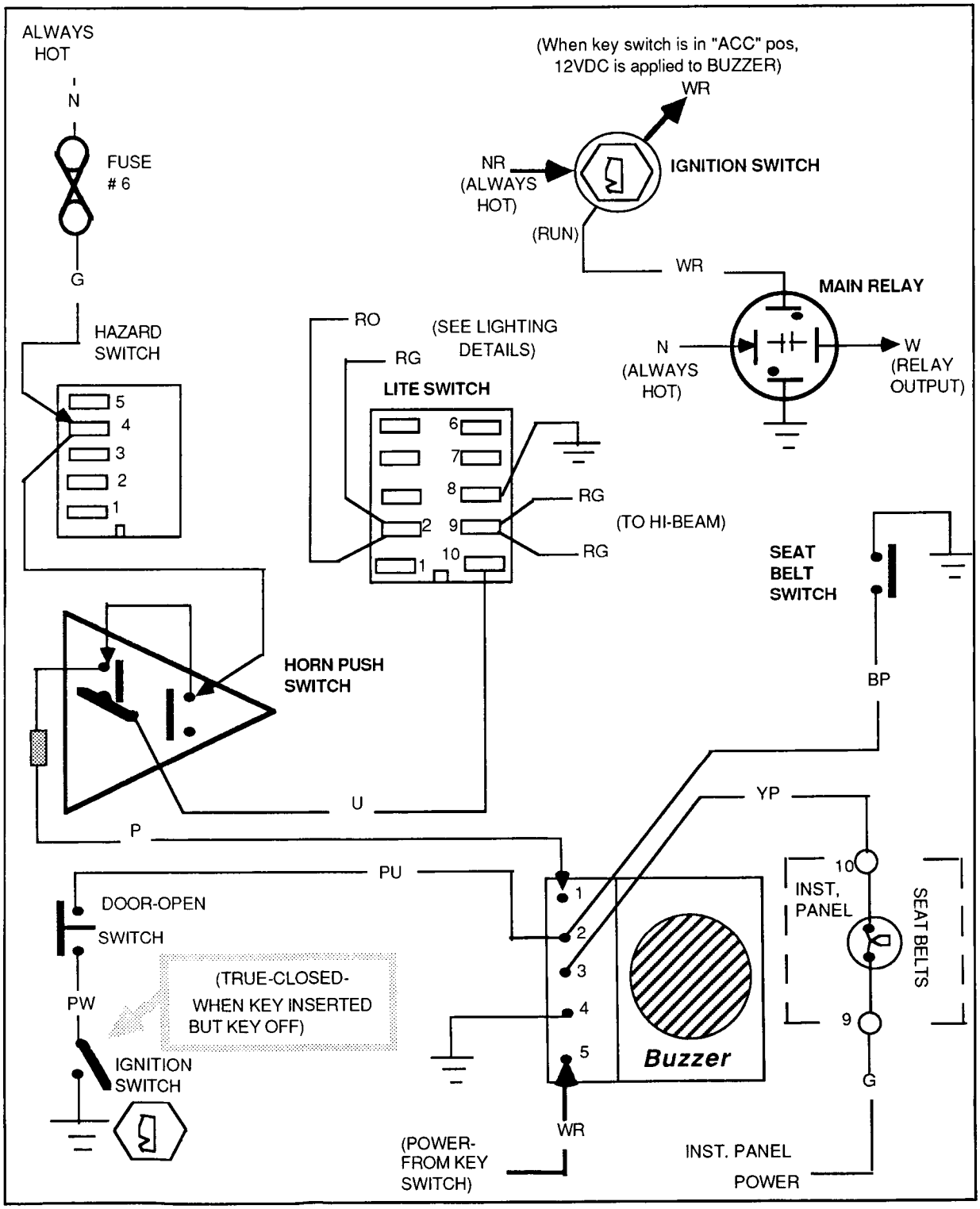
M:18:01:3



Tail Light Assemblies

DOOR LOCK / SEAT BELT--BUZZER

M:18:01:4



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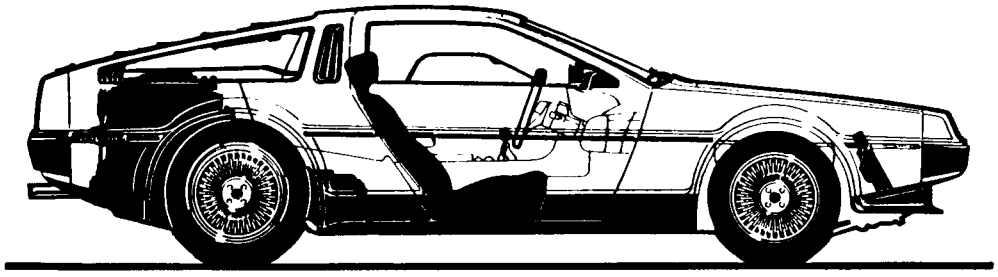

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COLLECTOR'S ITEM (FROM PAGE 23)

car is extremely reliable," says Bernstein, who for a while after he retired did nothing but polish his car. "It has a really futuristic design. There's nothing else like it."

Indeed, everyone seems to think more highly of the DeLorean now than they did when the car was new.

"You get a lot of attention in one of these," says Nolan. "They stand out, and everyone knows at least a little about it. Driving a DeLorean is like driving a piece of history."

John Lamm, an editor of *Road & Track Magazine* who wrote a book about the evolution of the DeLorean, agrees that "it ended up being a pretty decent car. It was a pretty well developed car that needed more development. Perhaps it could have gotten better. The problem was that the economics were such that he wasn't going to get the time."

Apparently DeLorean has some time now, since he was acquitted in December of charges he embezzled $8.5 million from investors in his car company. He has reportedly raised $20 million to build a new automobile, a $100,000 sports car designed by a well-known West German designer. He says he doesn't believe his legal battles will hinder his new enterprise, which is expected to be considerably more modest in cost than his previous venture.

Tom Johnson is a freelance writer who drives a Chevette with a broken tape deck.

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CHAPTER 22 (FROM PAGE 15)

A lot of members have asked if they could have a list of other members in the Chapter. I have just received the latest list available from DOA National of Chapter 22 members and I will bring copies to Newport with me. If for some reason you do not want other people to know you are a member, please give me a call at (617) 665-6050 before June 19th. I will remove your name from the list before it's distributed.

Just a reminder that the chapter will be raffling off several items including sets of custom designed booster cables, car parts and T-shirts. Tickets will be $1 each or 15 for $10.

That's all for now.

WANTED

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MOAN AND GROAN COLUMN

☑ Still having poor returns on chapter quarterly reports.

☑ Not enough chapter news for *DeLorean World* Magazine.

☑ Let me hear more from Chapter Co-ordinators for help and updating.

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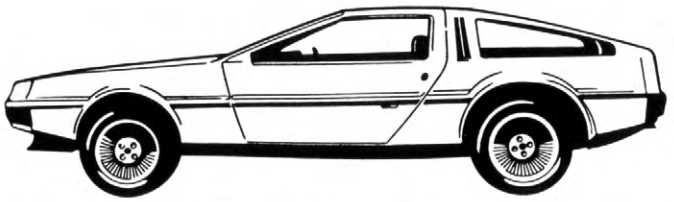

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- Custom-fit to your year, make and model car

THE FIT Custom-made for your car year, make and model, the UVS100 is held against the windshield by simply folding down the visors. That's all! No hardware, no hassles. And the soft grey flannel on the inside won't scratch interior surfaces.

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- *Improved aerodynamics for fuel economy*
- *Motor Trend — July 1982 (page 114) "If you look at European cars headlight design . . . Many are covered or flaired in at the nose for better air flow . . . The lack of flaired in headlights can add 0.01 (2 to 3%) to the drag coefficient of a car . . .*
- *Customers report 2 plus miles per gallon improvement at highway speeds.*

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- *U.S. Pat. #4,556,931*
- *Looks like it came with your car*
- *Compound curved to fit*
- *Smooth rubber frame beautifully blends with your car*
- *All parts rust free*
- *No holes or drilling*
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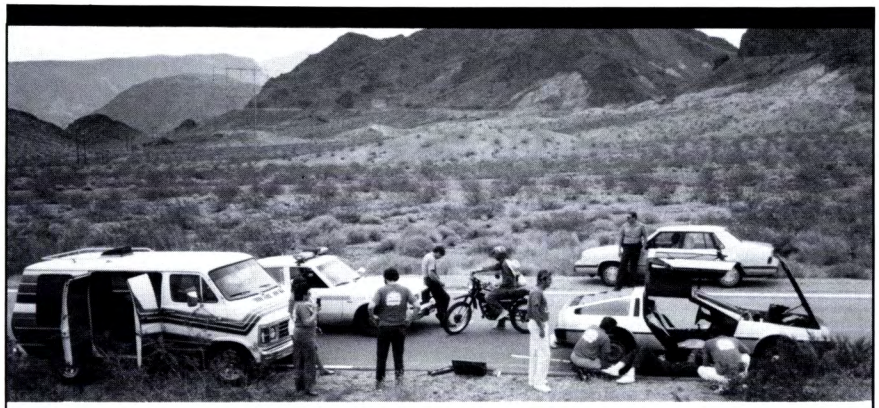

On the spot emergency road repair service by DeLorean Motor Center on the road to Lake Mead, Las Vegas poker rally.

COOLANT BOTTLE CRACKED? If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $125 plus $4.50 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

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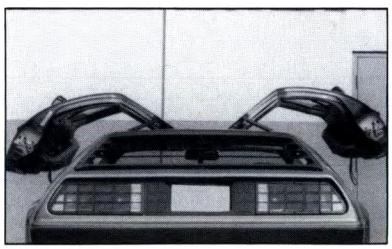
FOUND – Key for VIN#4868. Call Dick Shipman (213) 474-8194 eves.

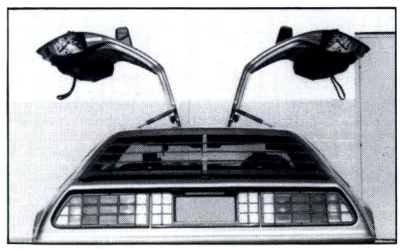
DELOREAN WORLD BACK ISSUES – Wanted original copies in excellent condition only: Vol. I, Book I (Aug. '83); Vol. IU, Book II (Winter '83); Vol. II, Book III (Fall '84). Contact Steve H. Wood, 2629½ N.W. 63rd St., Seattle, WA 98107.

WANTED – DeLorean Books: 'Grand Delusions," "Dream Maker" and "Christina Ferrare – Style." Contact: Steve H. Wood, P.O. Box 16308, Seattle, WA 98107. 1(206)782-1662.

Don't Bop Your Top!!



BEFORE



AFTER

The Winter 1986 (Volume 3 Number 4) issue of DeLorean World magazine featured an article on "DeLorean automobile door torsion bar adjustment procedures."

DELOREAN ONE has assembled several kits of the required tools listed in the article and will rent them to any shop, Area Regional Chapter or individual DeLorean owner for only $50.00 for 10 days or any portion thereof.

HERE'S HOW WE DO IT...

1. We charge a $200.00 security deposit for the entire kit, plus $60.32 for each new door gas strut, to your Visa or MasterCard and ship the items to you via United Parcel Service.

2. After you or your service facility have used the kit for 10 days or less, simply return it to us via United Parcel Service and we will credit your charge card for $150.00.

New torsion bars sell today for $275.00 each, so protect yours by adjusting them and adding new gas struts to minimize the strain of the load.

Stop bopping your head on droopy doors. Call today to reserve your kit.

KIT INCLUDES:

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11. 17mm wrench
12. Small sledge hammer
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Rental price subject to change.
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If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph . . . . . 6.3 seconds
- Top Speed . . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

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California EPA Approval Pending

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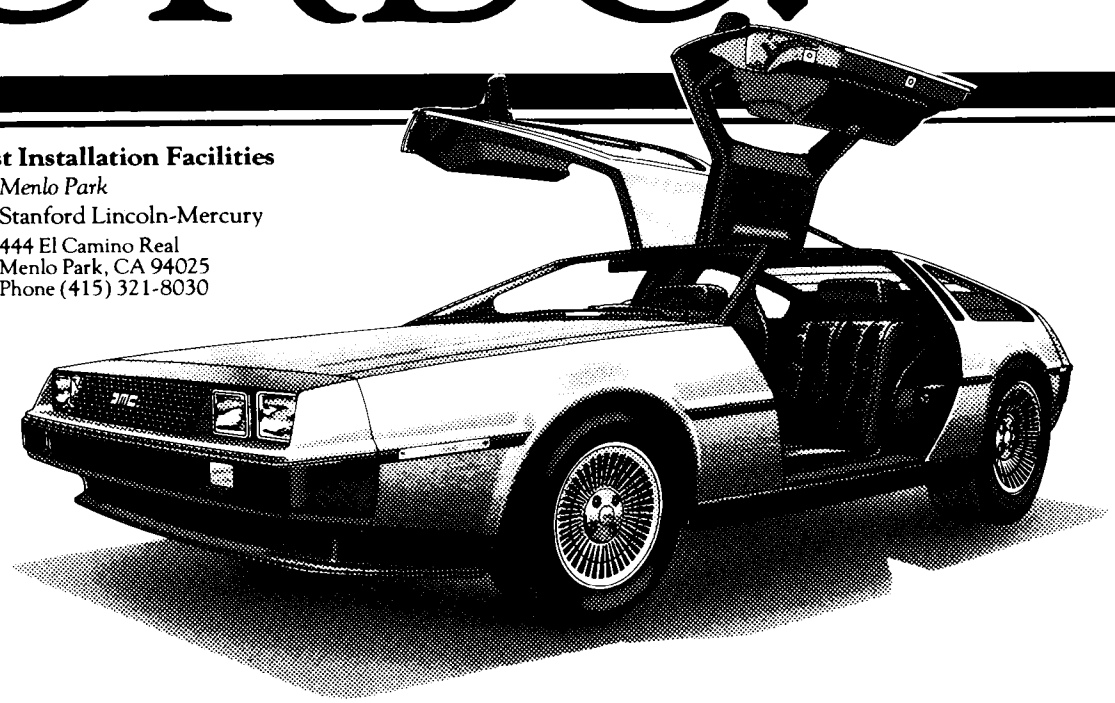

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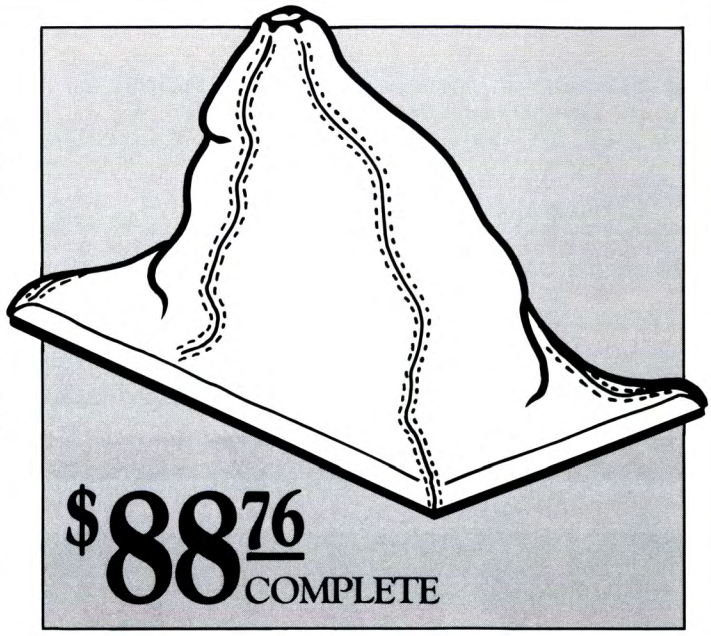
After nearly two years of unavailability, inconvenience and frustration, we are pleased to announce our latest product!

The leather "gear lever gaiter" (boot) surrounding the gear shift lever on the manual transmission vehicles plus a **"NEW" METAL RETAINING PLATE** which is unconditionally guaranteed not to come loose or "flip-flop" around after you put it in place.

Change that broken, torn, unsightly shifter boot today and make your console look as if your DeLorean just rolled off the assembly line.



Replacement leather boots only — $38.91
(No metal retaining plate)

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Price subject to change

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